

THEY OMITTED THE DOXOLOGY

TUMULT IN A CHURCH OVER PASTOR'S RESIGNATION.

Charges of illegal voting made by opponents of the Rev. Mr. Herald of the Bethesda Congregational-Women's Society Meeting Adjourns in Disorder.

The meeting of the Bethesda Congregational Church, Society of Brooklyn on Friday night (Sept. 22) for the resignation of the Rev. Charles Herald, and the pastor, the Rev. Olin W. Caward, ended in disorder, the congregation even omitting the doxology. There has been a factional fight in the church several years. The Rev. Mr. Herald has been the pastor more than sixteen years and the trouble became acute two or three years ago when the pressure of ministerial duties caused him to leave the church society for an assistant.

Opponents of the Rev. Mr. Herald declared that if their pastor desired an assistant before a specified time he ought to pay the man from his own salary. The Rev. Mr. Herald afterward expressed his determination to give up his place, owing to the factional feeling. He was persuaded to remain, but a few weeks ago he decided to resign and so informed the officials of the church. The resignation was presented about ten days ago and in it Mr. Herald declared that his mind was fully made up to sever his relations with the church at the end of the year.

PREVENTS RAILROAD ACCIDENT.

Device for Automatically Arresting the Speed of Trains.

WASHINGTON, Sept. 22.—Consul John L. Griffith, at Liverpool, has reported to the Bureau of Manufacturers a remarkable device for automatically arresting the speed of railroad trains in cases of sudden danger. The plan has been tried on a portion of the line of the North Staffordshire Railway Company, and it has proved so successful that a further test will be given to a more congested part of their lines.

"The system is remarkable for its ingenuity and its simplicity," says Consul Griffith. "For a long time a system of signaling has been almost universally in use which repeats in the signal cabin the condition of the signals which are controlled from that cabin. So many signals are not visible from the cabins from which they are operated that the value of this system is quite obvious. The invention carries this principle a further stage and achieves an even more notable and important precaution by repeating the state of the signals not only in the signal cabin but also in the cab of the locomotive, and so insures that the driver shall at all times have a clear view of the condition of the signals governing the road over which his engine is to run. This is accomplished by means of pneumatically operated miniature semaphores which step up the cab of the locomotive. Opposite each signal a set of trippers in duplicate is placed in the four foot way. The trippers are mechanically and electrically connected with the ordinary signalling apparatus and stand erect or lie flat according as the signals show danger or line clear.

Beneath the locomotive there are two spring levers moving either way which project such a distance as to meet the trippers when they are erect and to pass over them when they are lowered. Should the driver for any reason disregard the signal, the striking lever is thrown back by the upstanding trippers, with the instant effect that the semaphores in the cab of the locomotive are caused to show danger. The driver is automatically pulled up quite independently of his own operations, and simultaneously a warning note is sounded by a horn on the locomotive, so that he is warned of his position both by visual and audible signals. At the same moment the signal man is warned of the irregularity by means of a special repeater fitted in the signal box, and an alarm bell is set going and continues ringing until he acknowledges it by pressing a plunger in the repeater.

In actual operation all this is very much simpler than perhaps appears from the description. So easily and with such prompt response does every danger signal work that the probability of any sort of it being thrown out of gear is the least of it, exceedingly remote.

But in the event of such a contingency occurring, either from accidental breakage or deliberate tampering, the mishap can scarcely be attended with any element of danger. Complete provision is made for the contingency of that sort. The immediate effect of the failure of any part of the apparatus to fulfill its appointed task would be that both the driver and signal man would be warned, and the line upon which the accident occurred would be blocked.

"If the tripper mechanism, for instance, were to be put out of action the signal man would fall on the repeater in front of him, and the words 'out of order' and at the same time an alarm bell would ring. Moreover, if any leakage should take place in the pneumatic system, the whistle of the locomotive would be blown, and the signal man would be warned of the trouble by the working of the system up to the present. For nearly two years the Philadelphia syndicate has had a locomotive fitted up with its apparatus, and although it has been in constant use there has been no occasion to replace a striking lever and no part of the mechanism is still in first class order."

ARMY AND NAVY ORDERS.

WASHINGTON, Sept. 22.—The following army orders were issued to-day:

First Lieut. Hiram F. Mitchell, Artillery, from artillery school, Fort Monroe, Va., to Washington.

Second Lieut. James S. Jones, Sixth Cavalry, detailed as recorder of the army.

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REAL ESTATE—LONG ISLAND.

FOR SALE.

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REAL ESTATE—LONG ISLAND.

FOR SALE.

CITY REAL ESTATE.

BOROUGH OF BRONX.

FOR SALE.

CITY REAL ESTATE.

BOROUGH OF BRONX.

FOR SALE.

CITY REAL ESTATE.

BOROUGH OF BRONX.

FOR SALE.



Garden City Estates

Garden City, Long Island

People go to the suburbs to escape the grind and unhealthfulness of the city—but wherever they go they want city conveniences. A place with mere surface improvements, such as side-walks and shade trees, won't do. They DO want and MUST have ALL improvements—EVERY convenience—and these are found at GARDEN CITY ESTATES.

IMPROVEMENTS:

Elaborate System of Sewers.
Garden City Water.
Gas and Electric Light.
Granolithic Side Walks.
Macadamized Streets.
Wide Boulevards with Center Parkings.
Finest Horticultural Effects Ever Attempted.
Thousands of Evergreens, Maples, Poplars, Shrubs and Flower Plants.

GENERAL ADVANTAGES:

Between the Main Line and Hempstead Division of the Long Island Railroad.
Thirty Minutes from Broadway when Pennsylvania Tunnel is Completed.
Two Artistic Railway Stations—None Finer on the Road.
Proper Restrictions.
Famous Episcopal CATHEDRAL.
ST. PAUL'S School for Boys.
ST. MARY'S for Girls.
Public Schools.
Garden City Hotel.
Garden City Golf Club.

Prices of lots average about \$560 each—many lower—many higher—and they are sold either for cash or on convenient terms.

WRITE FOR BOOKLET (DEPT. 8), AND LOOK AT GARDEN CITY ESTATES AT OUR EXPENSE while the great work of improvement is going on.

FLATIRON BLDG., 23d St., at B'way and 5th Ave.



FLATIRON BLDG., 23d St., at B'way and 5th Ave.

DIRECTORS:

GEORGE J. SMITH, President.
Director National Security Co.
Director Guardian Trust Co.
Vice-President Acker, Merrall & Co. Ltd.
LEROY W. BALDWIN, President Empire Trust Co.
HARRY J. LUCE, President Acker, Merrall & Co. Ltd.
Director Union Exchange Bank.
ERNESTUS GULICK, Vice President.
President Ernestus Gulick Co.
President Long Island Estates.
President Empire Trust Co.
President Flatbush East.
President Garden City Securities Co.
GEORGE W. FAIRCHILD, Vice President Guardian Trust Co.
WILLIAM H. ENGLISH, Treasurer.
Of James H. English & Son.
Director Flatbush East.
Director Empire Trust Co.
Director Long Island Estates.
Treasurer Garden City Securities Co.
WILLIAM G. GILMORE, of Arbuckle Bros.
Director Home Trust Co.
TIMOTHY L. WOODRUFF, President Provident Savings Life Insurance Co.

BRANCH OFFICE:

156 Broadway, Manhattan. 244 Flatbush Ave., Brooklyn. 350 Fulton St., Brooklyn. 319 Fulton St., Jamaica.

PENNSYLVANIA RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBOROUGH AND COURT.

The leaving time from Desboroughs and Courtland Streets is five minutes later than that given below for Twenty-third Street Station.

1:15 A. M. CHICAGO SPECIAL.

1:30 A. M. PITTSBURGH EXPRESS.

1:45 A. M. THE PENNSYLVANIA LIMITED.

2:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

2:15 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

2:30 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

2:45 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

3:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

3:15 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

3:30 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

3:45 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

4:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

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5:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

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9:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

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10:00 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

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11:30 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

11:45 A. M. CHICAGO, CINCINNATI, AND ST. LOUIS.

REAL ESTATE AT AUCTION.

BRYAN L. KENNELLY, Auctioneer

will sell at auction

WEDNESDAY, OCT. 10TH, 1906

at 11 o'clock, A. M.

at the Exchange Salesroom, 14 and 16 Vesey St.

250 Choice Bronx Lots

in the

WAKEFIELD SECTION

Where there is greater activity than any other part of NEW YORK CITY

BATHGATE ESTATE

Between 237th and 239th Streets,

White Plains Ave. to Baychester Ave.

Owing to the great movement in the Wakefield section of the Bronx, the BATHGATE ESTATE has been forced to cut up this magnificent tract of land into building lots, and will offer the same at Public Auction on Wednesday, October 10th, 1906, at 11 o'clock, A. M., at the Exchange Salesroom, 14 and 16 Vesey St., New York City. TITLE INSURANCE POLICY GUARANTEED BY THE TITLE INSURANCE CO. OF NEW YORK WILL BE DELIVERED TO PURCHASERS FREE OF COST.

TERMS: 10% on day of sale

20% in 30 days on delivery of deed

70% on mortgage at 5% for two years.

No property in the Bronx is more beautifully situated than the BATHGATE ESTATE with its miles of beach and cement sidewalks, offering as it does a magnificent view of the Sound and the entire Bronx. TRANSPORTATION FACILITIES UNEXCELLED.—This property lies within the 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th,